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THE MANAGER.

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NOTORIOUS PIRATE EXECUTED.

REMARKABLE SCENES AT WUCHOW.

[Graphic Description by an Eye-Witness, specially written for the *Daily Press*!]

The notorious pirate Yuan, who has shown himself a veritable king of crime and for whose capture a reward of \$4,000 was offered, has at length been captured and executed. He was the terror of the West River. At the head of a large organization which had spies from Canton upwards, he rarely failed to carry out any plan he had arranged. Not only was he successful in his exploits, but he was equally fortunate in evading his pursuers. Time after time, when escape seemed impossible, he gave the military and the police the slip, and renewed his depredations at some place where he was least expected. To liken him to Robin Hood or Rob Roy is perhaps too complimentary. He possessed the resource and fearlessness of these men, but he had no semblance of their chivalry. Yuan was daring, but he was brutal; he was horribly savage. He has been known to murder a man for a dollar, and when the twenty students from Wuchow with the two teachers who were on their way to study in Japan fell into his hands a few weeks ago he would not spare their lives though they offered him all they possessed and he killed them all in cold blood. Women and children were ruthlessly butchered by him, and in some instances he tortured his victims before putting them to death. He plundered villages and massacred the helpless peasantry without the slightest compunction. He was absolutely merciless. Hundreds of people have been slain by him. The *Samam* affair is attributed to him and his latest exploit was the massacre of a village not far from Wuchow.

Though not a man of great physique, he was nevertheless a fairly well set up villain, with a decided presence. And his genius, though misdirected, must be admitted. Originally distinguished most of his schemes which required more than ordinary daring. On a recent occasion he got his emissaries on board a certain vessel by having them all dressed as women. What most marks his personality is the fact that Yuan was a member of a distinguished family which occupied high place in the counsels of the Empire. He is said to have been an officer in the Imperial troops sent to quell the Kwangsi rebellion but deserted with all his men and preyed on society. However, retribution has overtaken him at last, and singularly enough his fall was brought about by a woman. As already indicated, he spared neither sex nor age, and among his victims were his wife and her relatives. He stole women and when he tired of them he either sold them or killed them. His last feminine companion was a girl whom he had abducted from her home. She it was who betrayed him into the hands of the soldiers. He had gone to the village of De-Shing, a little way below Wuchow, and had taken up his residence in a certain house. His Delilah informed the occupants who he was and they decided to make him drunk. In this they succeeded and the commander of the Chinese river gunboat having been informed in the meantime he shortly arrived on the scene with his braces and took him prisoner. Yuan was brought to Wuchow on Saturday and taken before Taotai Wong. His trial was short and his fate was not long in doubt. Two days later he was decapitated.

The scenes at his execution were rather remarkable and are worthy of mention. All day the city was agog with excitement and as there was the usual uncertainty about the time fixed for the event a dense crowd waited on the Parade Ground. Shortly after three the military arrived and took up a position beneath the platform on which stood the paraphernalia appropriate to the occasion. The Taotai Wong and the Expectant Taotai came in chair, then a band of soldiers in European uniform led by a drummer who beat a sort of dead march, and finally, the bearers carrying the cage in which the manacled prisoner crouched. Immediately it was set on the ground an official jumped on the top of it, and hung over it like a cat ready to pounce upon a mouse. He produced two knives. Slipping the sheathes into his girdle, he proceeded to sharpen them on the bars of the cage. It made the European beholders shudder. The doomed man looked up with a sort of idle curiosity, but betrayed no visible emotion. Some ceremonial was proceeded with on the platform, such as production of the warrant and the sentence of death. The cage was opened and the prisoner was led out. His chains were taken off and he was dragged up to the platform. The significance of the little that transpired then was not quite apparent. However the opinion which lay on the steps was not administered to him, as is sometimes done in such circumstances. Whether he refused it or was not offered it could not be ascertained. His hands were tied behind him and his jacket was pulled beneath his arms, leaving the upper part of the body exposed. Then he was hurried down the steps and made to kneel. The executioner stepped forward with his two handed sword. It flashed in the air and descended swiftly on the bare neck. A thrill of horror passed through some of the spectators. Even the callous Chinese, who were laughing and chattering throughout the proceedings, hushed for a moment. The arm that wielded the sword was not strong enough. The neck had been cut only a few inches deep, and the man had fallen forward, not quite dead, though dying. Another executioner rushed forward and pushed the first out of the way. He steadied himself on his feet and with terrible precision struck a fierce blow, and the head

rolled on the ground. Bystanders were spattered with blood, but that seemed to trouble them little. One man jumped on the quivering body, and three soldiers fired into it. Then the principal executioner, drawing a knife from his belt, plunged it into the corpse. He backed away the flesh and cut out the heart, which he carried in his hand up to the Taotai. The head had also been placed on some sort of platter and taken to the platform where it was scrutinised by the officials. Doubtless it would be exposed later in some prominent place, but what happened to the heart—whether it was offered as a sacrifice or eaten as some said,—did not transpire. But the men were not finished with their sanguinary work. They cut up the body, opening the stomach and the legs. It all seemed horribly callous and savage. The crowd however seemed quite unmoved. They chattered and laughed, and gathered round the mangled corpse. After long staring at the gruesome sight, they still seemed loth to leave the ground but the little band of Europeans who had witnessed the spectacle hurried away somewhat upset. Perhaps they realized less than the natives the victim's great deserts. Still, no European would wish to witness such a sight a second time. It was such a palpable insult to the living, this ruthless treatment of the dead.

FANCY DRESS BALL.

A brilliant conclusion to a successful series. Such was the verdict passed last night at the fancy dress dance which brought the course promoted by the Scottish Masonic Quadrille Association to a close. True, the attendance was not quite so large as on previous occasions but that was only to be expected. However, the event was none the less successful. Both the ladies and gentlemen turned out in fancy costumes and the scene, especially at the opening Grand March, was very pleasing indeed. There was a fine colour effect, and a perfect harmony was obtained. It would be difficult to say whether the ladies or gentlemen revealed the greater originality. The make up in nearly every case was particularly good, and the transformation in most of those present added to the pleasures of the dance. Messrs. J. McLeod, Harvey and Sibbitt were MC's, and Mr. J. Blake was responsible for the general arrangements. As usual excellent music was supplied by the Calcutta String Band. We append list of those in character.

Appended is a list of the characters represented:

- Mrs Brown, Comin' thro' the rye.
- Mrs Young Hee, Order of the Bath.
- Mrs E. G. Jordan, "China Mail."
- Miss M. Chumay, "Overland Mail."
- Miss D. Chumay, "New Weekly."
- Miss Morris, Daughter of the Regiment.
- Mrs Gibson, Pierrette.
- Mrs G. R. Edwards, Spanish Dancing Girl.
- Mrs Highy, Spanish Lady.
- Miss Jones, Queen of Hearts.
- Miss Smith, Queen of Diamonds.
- Mrs Badcock, Queen of Hearts.
- Mrs Jones, Whisky Poker.
- Mrs Hill, Yule Tide.
- Mrs McLeod, Jockey.
- Miss Rocks, Country Girl.
- Miss Smith, Cherry Ripe.
- Mrs Green, Housemaid.
- Madame Depuis, Folly.
- Miss Olson, Spanish Dancer.
- Mrs Jacobs, Corporal R. G. A.
- Mrs Mason, Dutch Girl.
- Mrs Summers, Herself.
- Mrs Robertson, Miss Muffett.
- Miss Vantone, A Ladys ye olden day.
- Miss Shefford, Belle of New York.
- Miss Long, Girl from the Wild West.
- Mrs Wheal, A flower Girl.
- Miss King, Jester.
- Mr O. Chumay, last Letter.
- Lieut. Greenaway, Sailor Boy.
- Mr L. Brown, French Chef.
- Mr Western, French Confectioner.
- Mr Edwards, School Girl.
- Mr Abraham, French Chief.
- Mr Menagh, St. Charles Cream.
- Mr Parkinson, Silly Sam.
- Mr E. Hayward, Folly.
- Mr C. Hayward, Yeoman.
- Mr Avenel, Sailor.
- Mr Jollins, Pierrot.
- Mr Bleek, Uncle Sam.
- Mr J. J. Blake, Inspector H. K. Police.
- Mr Summers, Bill Bailey.
- Mr Jacobs, Imp of Darkness.
- Mr Badcock, Knave of Hearts.
- Mr Smith, Knave of Diamonds.
- Mr E. G. Jordan, Evening dress reverse.
- Captain Thomas, White Dandie.
- Mr Williams, Tramp.
- Mr Johansson, Clown.
- Mr Lindblom, Clown.
- Mr Grapnel, Black and White.
- Mr Bono, Sergt. H. K. V.
- Mr D. Neilson, Football player.
- Mr Harrap, Hesher.
- Mr Welsh, Man from the Wild West.
- Mr Bains, Beefeater.

MACAO.

(FROM OUR CORRESPONDENT)

April 3rd.

EMINENT CITIZEN'S DEATH.

Mr. Domingos Clemente Pacheco, not long returned from a holiday at home, died on April 1st, aged 87 years. He was formerly President of the Real Senado, and occupied other honorary and useful positions in local public life. His wife survives.

DEPARTURES.

H. E. Senhor Montenegro had an enthusiastic send-off with farewelling crowds, fire crackers, and music. The Chief Justice Dr. Arez and family, leave for Mozambique by the German mail from Hongkong on the 24th inst. Dr. Arez has been promoted to be *juez de Relacao* in that colony. The Bishop is going to Rome shortly. General Castello Branco is acting as Governor until H. E. Senhor Azevedo Coutinho arrives. He is expected to-morrow.

PUBLIC WORKS.

There is much still to do by the Director of Public Works at Macao is to escape damage when the typhoon season starts.

PARIS.

(FROM OUR CORRESPONDENT)

March 1st.

INFLUENZA LIFE.

La Grippe, la *grippe* or the influenza is once more with us. The present epidemic is of exceeding intensity and is admitted to be by the medical profession of a far more serious nature than any previous similar epidemic. Very few indeed are free from influenza in Paris just now, and its effects are causing considerable inconvenience. Several firms have found it necessary to close their business places owing to the illness of their staffs; a notice on the doors attributes the temporary suspension to *La Grippe*. On the Boulevards the kiosks have put up their shutters until the attendant's are well enough to resume work. Government officials, magistrates, civil employees of both sexes, and policemen all are down and are paying a tribute to the plague. Only a few days ago 400 postmen being on the sick list, two deliverers per day were suspended. Parisians have to thank Londoners for the present epidemic; it having first turned up in the English capital, and crossed over. In influenza is everywhere, and as much in Paris as in the suburbs and the Provinces; its ravages have become so serious that the authorities are genuinely anxious as to the consequences of this modern plague. The death from *La Grippe* in the capital alone has become truly alarming; nor does the epidemic show any sign of decreasing. It is a particularly severe visitation this winter, and the mortality statistics have in consequence gone up very considerably. It is not altogether surprising that when once *La Grippe* takes hold of the inhabitants of a city like Paris, it should find a congenial soil considering the fact that Parisians do not know either how to make themselves comfortable or how to dress for the weather. Frenchmen, strange to say, have a horror of fresh air, and although they are quick to put on their overcoat as soon as it begins to be cold, they seldom take it off when they enter a warm apartment. Go into any *cave* in Paris these days, and out of every ten men sitting playing cards or drinking *absinthe* you will probably seek in vain for one who has removed his overcoat. The result is that while they leave it they catch cold.

GUOUNOD'S MEMORY.

Saint-Cloud (once the *Windsor of France*) is about to do honour to the memory of Guounod. The illustrious composer at one time lived there, and for years inhabited a pretty villa at Montreuil, where he composed the greater number of his masterpieces. During the Franco-Prussian war the German soldiers sacked the original mansion and burned it down. Every thing was destroyed, with the exception of a guitar, which to day is to be seen in the Opera Museum. This guitar is precious to admirers of "Faust" and "Mireille," for more than one reason, for it is said that its chords resounded to the composer's first musical conceptions. It bears in the centre, written by the master's hand the words—"Nemours, 1852." It is now proposed to erect a monument to Guounod, which will be surmounted by a bronze reproduction of J. B. Carpeaux's bust of the great musician. The inauguration of the monument is expected to take place in the coming spring.

AERONAUTICS.

M. Santos Dumont's latest aeroplane, the one with which the intrepid young Brazilian intends to compete for different prizes, is rapidly nearing completion. The machine in question resembles Mr. Dumont's last in outward appearance, but many important alterations have been made. Thus the arms of pilable wood, are fixed in the form of a V at an angle of eight degrees, and over them are stretched two pieces of cloth, which, from the shape of the framework, form two gigantic hot kites about 43 feet across. In the middle of one of these is placed the motor, which works a two-bladed screw of aluminium, 81 feet in diameter. In front a tri-car's saddle has been substituted for the basket, and is fixed behind the motor and a little lower. The rudder, which is in the rear of the aeronaut's seat, will weigh about 60 lbs. less than that of the machine with which M. Santos Dumont won the Archdeacon Cup. The new aeroplane will be completed in a day or two, and the trials will take place as soon as the state of the ground at St. Cyr permits.

PASTEUR INSTITUTE'S LEGACY.

The Pasteur Institute in Paris—one of the most popular and best known institutions in this city—has been bequeathed the princely sum of one million sterling by the late M. Osiris who has just died. This great windfall is the largest ever yet fallen to the lot of the Institute. The whole of the millionaire's fortune is left to the Pasteur Institute, which however, has to meet a number of legacies, philanthropic and personal. All that is left of the Institute has unfettered discretion to apply in the investigation of "infectious diseases." It is said that M. Osiris used to balance his estate up every month, and that the last balance sheet showed him to be worth £1,720,000. Out of this must be paid to the City of Paris £1,000 for statues to M. Osiris, Hirsch and Bouscuit, £181 a year for prizes for the Turgot School for Girls; £81 a year for prizes for the Paris elementary; and £40 a year for similar prizes in eight other towns of France and Switzerland. The Men of Letters Society and that of Authors receive each £800; and the Academy of Medicine £1,000 for prizes. An estate in the Gironde (South of France) is left to the nation to organize popular instruction in viticulture. To relatives there are bequests totalling £2,000 a year, which may be capitalised.

CROKER v. DOCTOZ.

Mr. Doyen has just won the day against Mr. Croker, the well-known American millionaire, who some time ago, it will be remembered, when the typhoon season starts.

brought a suit against Dr. Doyen to recover the £2,000 fee paid for the treatment for cancer of the late Mrs. Croker. The First Chamber of the Civil Tribunal of the Seine held that the famous surgeon had acted in perfect good faith, the results which he had obtained in other cases justifying his hope of curing Mrs. Croker.

Not disputing the fact that £2,000 was a somewhat disproportionate fee for the services actually rendered, the Court found for the defendant (the Dr.) as the question before them was purely one of the validity of the contract between Mr. Croker and Dr. Doyen. One of Dr. Doyen's claims to notoriety is that he charges higher fees than probably any other surgeon in France. Mrs. Croker first submitted to his treatment on April 29, 1904. She was given repeated injections of Dr. Doyen's serum, but on May 27 Mr. Croker had the treatment stopped, as its only effect had been to render Mrs. Croker's condition worse. In the month of July the patient was taken back to America, where she died on July 17. In the interval, Mr. Croker was informed by Dr. Doyen's "business manager" that it would be £10,000 francs—or £2,000, which, according to custom, should be paid at the commencement of the treatment. Mr. Croker paid the amount asked for, and the treatment was proceeded with. But in view of the unsatisfactory results obtained Mr. Croker asked that the money he paid to the surgeon should be returned to him on the plea that the contract between him and Dr. Doyen should be declared null and void, his consent having been obtained by moral violence, "that is to say by the fear that, if he did not pay the sum stipulated the treatment would be stopped to the prejudice of the patient." The case while being heard attracted considerable attention.

A CHINESE PROFESSION.

Forty or fifty years ago a familiar figure in the Paris streets was the Public Writer or *Ecritain Public* as he was called, who was an unhappy scribbler whose task it was to put into epistolary form such matter as was entrusted to him for the purpose by illiterate workmen, cabmen, and servant girls. The little bothe, with desks in front, where he exercised his strange profession have gradually disappeared as Paris has been demolished and rebuilt. The spread of education among the lower classes was really his death blow. Nowadays one seldom hears of the Public Writer, though a few or three are still to be met with in the very old parts of the city. Their fees is always moderate, while those who patronise these *ecritains*—chiefly scholars of both sexes who have been reduced by reverses or persistent misery to a very low position—indeed to securing good penmanship, can rely upon such writers to keep secrets.

THE BALLOON IN WAR.

A considerable amount of study continues to be devoted to the important question of the balloon in war-time. Ex-Minister of War M. Bertheaux has more than once gone up in the air with the object of discovering for himself how far the airship might be utilised by the military. M. Bertheaux described his sensations as being very agreeable. So smooth is the progress of an airship that the passenger would almost imagine he was standing still. The only thing he had to complain of was the noise made by the turning of the propeller; this he thinks might be remedied. As an instrument of war the ex-Minister believed the airship might prove very useful, but one must not expect too much. A balloon must never go too far from its base, for it is always obliged to return. The weather also is an important element, and one should not lose sight of the fact that a good deal has yet to be done in the way of perfecting the military balloon. M. Bertheaux was struck with three points during his aerial manoeuvres, namely, the resistance of the airship to atmospheric currents, its stability, and its surety of direction. (It was the Minister himself who gave the instructions as to the route to be followed, and in spite of a strong wind his directions were followed to the letter.) Equally interesting is the fact that M. Bertheaux was the first French Minister of War to recognise the practicability of the airship as an adjunct to the Army, while it is, thanks to his sanction, that France is about to possess the first aerial "fleet" of war balloons, consisting of the *Lebanay*, the *Patrie*, and the *République*, that last-named being at present in course of construction.

LA BERNHARDT.

The magnificent welcome accorded to Mme. Sarah Bernhardt on the occasion of her making her first appearance as "Professor" at the Conservatoire a few days ago more than surpassed anything which that distinguished lady anticipated. The female pupils of her class, to whom she will give lessons in dramatic declamation, presented the famous actress with a beautiful bouquet of violets. The professor remained an hour at the Conservatoire listening in silence to the amateur comedians and tragedians, while they gave selections from well-known plays. At the close Mme. Bernhardt expressed her approval of the gifts of her pupils, and before she left she requested the Director of the Conservatoire to oblige her with a cloth to cover the table before which she sat when in charge of her class. If Mme. Bernhardt was not a marvel of energy, she would never be equal to the task she has imposed upon herself. She is now over sixty years of age, and a grandmother. Yet every Thursday she will be obliged to spend an hour teaching her art at the Conservatoire, then hasten to her theatre to appear in a matinee performance, and play again in the evening. How many younger women would be equal to such a programme?

There are really only two kinds of poverty. The poverty which lets life go below the margin which touches *equilibrium*, and the poverty of discontent.

THE CHAMPAGNE

OF THE TWENTIETH CENTURY

MOËT AND CHANDON
WHITE SEAL
AND
DRY IMPERIAL.

SOLE AGENTS

TELEPHONE No. 135.

36]

H. PRICE & CO.

WINE AND SPIRIT MERCHANTS.

12, QUEEN'S ROAD CENTRAL.

FUNNELS AND FLAGS.

ROYAL COMMISSION ON SHIPPING RINGS.

The first sitting took place on Feb. 26th in London, of the Commission appointed "to inquire into the operation of shipping rings" or conferences generally, and more especially into the system of deferred rebates, and to report whether such operations have caused or are likely to cause injury to British or colonial trade, and if so, what remedial action, if any, should be taken by legislation or otherwise. The Commission consists of Mr. Arthur Cohen, K.C. (chairman), Sir David Barbour, Mr. John Barry, Sir Alfred Bateman, Sir Hugh Bell, Mr. Henry Birchenough, Captain R. Muirhead Christie, Professor Edward Carter Gonzer, Lord Inverclyde, Mr. Charles Napier Lawrence, Sir John Macneil, Mr. F. Maddison, M.P., Mr. W. H. Mitchell, Mr. O. C. Phillips, M.P., Mr. William Pember Reeves, Mr. Oswald Sanderson, Mr. Austin Taylor, M.P., Mr. John Torrance, with Mr. James Garland Soper, chairman of the South African Merchant Committee, was the first witness. The committee was formed in 1902, and consisted of 23 firms. The present members were elected by ballot at the annual meeting of the South African merchants and shippers in November last. The committee was representative of the South African merchants and shippers of the United Kingdom, and was composed of merchants, being either the heads of their own commercial houses in South Africa, acting as agents for other business houses in South Africa as well as for such municipalities in South Africa as had agents in the United Kingdom. The steam lines running to South Africa were the Union-Castle Line, the Buckland Line, the Clan Line, the Ellerman-Harrison Line, R. P. Horston and Co., Bullard, King, and Co., J. T. Rannie, Son, and Co., and the British India Line. The continental lines were the German East African, the German Australian, the Union-Castle, leading to Hamburg and Antwerp and completing at London and Southampton, the Buckland Line from Antwerp and Hamburg, completing at London only, and the Weymouth Line. All the lines from the United Kingdom and from the Continent were despatched with regularity whether they were full or not full. From Norway and Sweden there were two regular lines, and from America there were the Union-Castle Line, the American and South African Line, the Prince Line, the Boston Line, and the Hanza Line. The system of deferred rebates was now operative in all the steam lines trading from the United Kingdom, the Continent (mainly Germany and Belgium), and from Norway and Sweden. This system was not at present operative in the steam lines from America or Canada. The conditions of the South African rebate system are liable to shipments from the United Kingdom were that consignees who availed themselves of it received a commission of 10 per cent. provided that they did not directly or indirectly import goods by steamers other than those despatched by the conference lines. This rebate system was insuperable to the conference lines. A merchant must confine his shipments to the conference lines and accept the rebate, 10 per cent. commission or forfeit this rebate, and be handicapped by the loss of this commission in his competition with his brother merchants, there being no other opportunity for the shipment of his goods. Such was the normal position in the South African trade assuming there was no opposition. There was an arrangement between the steam lines from the United Kingdom and those from the Continent, whereby practically the same conditions existed. The conditions pertaining to the South African trade from Norway and Sweden were the same as from the United Kingdom and the Continent on all goods with the sole exception of timber, to which the rebate system did not apply. The system was the outcome of the conference between the South African Committee and the steamship owners engaged in trade with South Africa, and the conference was usually referred to as the compact between the merchants on the one hand, and the conference on the other. The system of rebates had gone on gradually, first 5 per cent., and then up to 10 per cent. It had been the rule

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Cables, A.D.C., 5th Ed., Lieber's.

P.O. Box 53, Telephone No. 12.

NEW ADVERTISEMENTS

WANTED AT ONCE.

A CLERK for a Shipping Office; some knowledge of shipping required. Apply in writing to—

"XPDNC,"

Care of "Daily Press" Office, Hongkong, 4th April, 1907. 705

KOWLOON BOWLING GREEN CLUB.

A N OPENING DAY for 1907, Season takes place on SATURDAY, April 6th. NEISH MEDAL COMPETITION.—Final Tie to be played.

MATCH.—President, Vice President's team. Members and Friends cordially invited to be present.

Machado's String Band will be in attendance 3:30 to 6 p.m.

P. H. NYE,

Hon. Sec. and Treasurer, Hongkong, 4th April, 1907. 706

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING,"

Captain A. E. Hodges, will be despatched for the above Ports on TUESDAY, the 9th inst., at 11 a.m.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & CO., General Managers, Hongkong, 4th April, 1907. 707

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship

"RHENANIA,"

Captain von Hoff, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given to-day.

Any cargo impeding his discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rate.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 3rd April, 1907. 708

AUCTION

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 8th day of April, 1907, at 3 p.m., at the OFFICES of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the Governor of One Lot of Crown Land on South side of new road from Queen's Gardens to Magazine Gap Road and about 30 yards East of "Clovelly," in the Colony of Hongkong, for a term of 75 years with the option of renewal at a Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Sale.	Registry No.	Boundary Measurements.	Contents in Sq. Feet.	Annual Rent.	Use Price.
1	137	136 133 135	144	140	681
2	137	136 133 135	144	140	681
3	137	136 133 135	144	140	681
4	137	136 133 135	144	140	681

SUMMER SEASON, 1907.

ALTERNATING CURRENT FANS.

REDUCED PRICES.

DAVID CORSAE & SONS MERCHANT NAVY NAVY BOILED LONG FLAX CANVAS RELIANCE CROWN TARPAULIN ARNOLD KARBERG & CO. Sole Agents.

KWONG TAI LOY.

RAFFAN FURNITURE, BAMBOO BLINDS, TIENTHIN CARPETS, JAPANESE AND SHANGHAI SUN BLINDS. MATTING OF all Colors and JAPANESE GOODS of all Descriptions. No. 16, QUEEN'S ROAD CENTRAL, HONGKONG. 2188

NOW ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR 日曆英中年十五

FROM 1ST JANUARY, 1864 to 31ST DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE, THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39TH YEAR OF KWANG SU.

PRICE \$2 CASH.

On sale at the HONGKONG "DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money order, Hongkong, 3rd October, 1906. 1841

ENTERTAINMENT

GRAND THEATRE OF VARIETY.

ZIG ZAG

THE CELEBRATED COMPANY OF ACROBATS, GYMNASTS, ECCENTRIC CLOWNS, MUSICAL ACTS, SONGS, DANCES AND PANTOMIMES.

LOCATION: CAUSEWAY BAY.

CONTINUATION OF THE PRESENT SUCCESSFUL PROGRAMME.

FIRST GRAND MATINEE, ON SATURDAY, 6TH APRIL, AT 4 P.M.

CHILDREN HALF-PRICE.

The entire Programme of the Evening Performance will be given at the Matinee.

GRAND PERFORMANCE, EVERY NIGHT AT 9 P.M.

Booking at the ROBINSON PIANO CO'S. STORE.

Special Trains after each performance.

PRICES:

Box of 6 Seats \$18.00
Single Box Seat 3.00
Reserved Chair 2.00
Stall 1.00
Gallery 0.50

SOLDIERS and SAILORS in uniform Half-price to Stalls only.

Hongkong, 1st April, 1907. 696

INTIMATIONS

SHADE Lists will close on TUESDAY, 30th April, 1907, for Shanghai and Outports and on FRIDAY, 31st May, for Europe.

ABRIDGED PROSPECTUS OF THE SHANGHAI-PAOSHAN LAND CO., LTD.

(To be incorporated under the Companies Ordinances of Hongkong, whereby the liability of members is limited to the amount of their shares.) AUTHORIZED CAPITAL Tls. 1,000,000
Shanghai Syce.

Divided into 40,000 Shares of Tls. 25 each. Present Issue, 32,000 shares, of which 5,600 shares will be issued as fully paid up to the Vendors, and 26,400 are now offered for subscription.

Payable Tls. 5 per share on application, Tls. 5 on allotment, and the balance of Tls. 15 per share as it may be required, but not in larger calls than 1s. 5d. at one time, nor without three months' notice; no application for less than five shares will be received.

PROVISIONAL DIRECTORS:

M. E. C. PEARCE, of Messrs. Albert & Co., Shanghai

M. R. J. CUBITT, of Messrs. Scott, Harding & Co., Shanghai

M. R. I. FEARON, of Messrs. Fearon, Daniel & Co., Shanghai

M. CHUNG LIANG YUE, of the Toong Yue Hong, Shanghai.

TRUSTEES:

M. R. ALEXANDER MCLEOD
M. C. CRAWFORD D. KERR

BANKERS:

THE HONGKONG AND SHANGHAI BANKING CORPORATION

SOLICITORS:

Messrs. STOKES, PLATT, and TEGGSDALE

GENERAL MANAGERS:

Messrs. ALBERT & CO., 22, Kiangsia Rd., Shanghai

ADVISORS:

Messrs. LOWE & BINGHAM, Public Accountants.

THIS COMPANY is being formed for the purpose of acquiring and developing 70 acres (12 acres) of land in the Paoshan District of Shanghai, on the North side of the International Settlement, consisting of three lots of well-raised land, detailed particulars of which are contained in the annexed Report and Estimates prepared by Mr. A. E. Algar, Architect, of Shanghai.

The properties are exceptionally well situated as regards their favourable position for European residences; the Estate backs the New Park on three frontages, over which it has a clear and uninterrupted view. The Railway forming on the west a complete barrier against any encroachment by native dwellings from that direction. The distance from the Soochow Creek to the Estates is under two miles, is an almost direct line along the North Sheshan Road, and the tramway system links up the neighbourhood with the Settlements.

This neighbourhood is fast becoming a large and populous suburb, a significant fact being that whereas five years ago there were only four European houses in the vicinity, there are now nearly one hundred. The district is also considered to be cooler in summer than the Bubbling Well Road, as the breeze comes direct from the river and is not interrupted by the vast masses of houses in the Settlement. Not only is it well situated for European residences, but being adjacent to the Park, now being rapidly completed, it seems probable that with cheap tram communication, low rentals and attractive surroundings, many occupiers of town houses, especially families, would gladly exchange their present dwellings for residences which avoid dangers to children, who could otherwise frequent the Park without having to traverse the crowded streets; in furtherance of this object, the Directors are prepared to consider any suggestions while building, as regards planning rooms, that any prospective tenant may bring to their notice.

Attention is also directed to the advantages of residences adjoining the new Park, and the Ridge Range. The Public Swimming Bath, Cricket, Football, Lawn Tennis Grounds and Bowling Greens in such close proximity, should attract considerable support, especially as in course of a few years, many of the lawns will be shaded by trees, a feature which is impossible on the Race Course.

It is proposed to gradually develop the Estates, erecting suitable and up-to-date residences, with gas, electric light, and water laid on, and which can be let at moderate rentals to suit various incomes; owing to the proximity of the New Park, it will not be necessary to provide all houses with large gardens, which add so much to the expense of most country houses, though most of them will have some ground attached, and, in order to economise space, terraces will be put up as well as semi-detached villas.

The price to be paid for the whole Estate is Tls. 175,000, which compares very favourably with the market rate for land in the neighbourhood, not so well situated.

The Directors are advised that the Estate could carry 82 houses, together with stabling, the proposed rental varying from Tls. 60 to Tls. 75 per month, according to size and aspect.

These rentals, which are based on a conservative estimate, should be sufficient to ensure a dividend of not less than 7 per cent per annum.

In order to secure a return to investors as soon as possible and diminish Working Expenses, Messrs. ALBERT & CO. have agreed to make a nominal charge for Management, of Tls. 1,200 per annum, until a Dividend has been declared, when it is proposed to increase the Annual Management Charge to Tls. 3,000, and this sum will be submitted for the approval of the shareholders in General Meeting.

The Title Deeds of the Land have been registered in the British Consulate and will be transferred into the names of the Trustees for the Company.

The Vendors have agreed to take four-fifths of the purchase-money in 5,600 fully paid-up shares, and one-fifth in cash, and to pay in addition all expenses connected with the holding of the Company, thus keeping a large interest in the concern.

Applications should be made on the accompanying form, which should be filled up and handed to the Company's Bankers, together with the amount payable on application. If no allotment is made the deposit will be returned without deduction, and in cases where the number of shares allotted is less than that applied for, the surplus will be credited towards the sum due on allotment.

Prospectus and terms of Application can be had at the Company's Office, 22, Kiangsia Rd., or from the Company's Bankers at Shanghai, Hongkong and London.

The above contracts and copies of the Memorandum and Articles of Association of the proposed Company will be open for inspection for a period of twelve days before the Share Lists close, at the Office of the Company's Legal Advisers, No. 11, Yuen-Ming-Yuen Road, Shanghai, or of Mr. A. P. Stokes, Solicitor, 15 Leadenhall Street, London, to all applicants for shares, and whether such inspection is made or not, shareholders shall be considered as having applied upon the basis of such Memorandum, and to have full knowledge thereof.

PUBLIC COMPANIES

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG & KOWLOON WHARF & GODOWN CO. LTD., will be held at the Offices of Messrs. JARDINE, MATTHESON & CO., King's Buildings, Victoria Embankment, London, on THURSDAY, 5th April, 1907, at 12.30 o'clock in the afternoon, when the Subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 20th day of March, 1907, will be submitted for confirmation as Special Resolutions:

1. That the following alterations be made in the Articles of Association viz.—

(a) That the words "person for the time being in charge of the business of" be inserted between the word "Manager" and the word "or" in the 4th line of Article No. 60.

(b) That the words from and including

Article No. 70 down to and including

the words "if willing to act" in the 4th line of Article No. 70, will be eliminated and the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

(c) That the words from and including

Article No. 71 down to and including the words "71 to and including the words" in the 3rd line of Article No. 71

be eliminated and the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

(d) That the words from and including

Article No. 71 down to and including the words "

SHIPPING.

ARRIVALS.

CHINKIANG, British str., 1,329, Robertson, 3rd April—Saigon 29th March, Rice—Butterfield & Swire.
CHIPSHING, British str., 1,190, F. Mooney, 3rd April—Wei-hai-wei 29th March, General—Jardine, Matheson & Co.
HAUSBURG, German str., 6,470, N. F. Filler, 3rd April—Japan and Shanghai 31st March, General, Hamburg-American Line.
HOIHOI, British str., 396, Baymer, 3rd April—Amoy 1st April, Ballast—Butterfield & Swire.
JOHN MARU, Japanese str., 702, H. S. Smith, 3rd April—Tainan 31st March, General—Oshawa, Kisen Kaisha.
MEXICO, Chinese str., 3rd April, from Canton.
RIOUAN MARU, Japanese str., 2,890, G. S. Lepage, 3rd April—Singapore 27th March—Nippon Yosu-n Kaisha.
SHAOHSING, British str., 1,307, F. D. Northam, 3rd April—Shanghai via Ningpo 31st March, General—Butterfield & Swire.
TRIUMPH, German str., 678, Hansen, 2nd April—Haiphong 31st March, General—Jesel & Co.
ULV, Norwegian str., 321, J. Pedersen, 3rd April—Seoul 30th March, Rice—Arnhold, Karberg & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
April 3d.
Chipping, British str., for Canton.
Chingting, British str., for Shanghai.
Huan, British str., for Saigon.
Indrau Schuf, German str., for Saigon.
Peninsula, Norwegian str., for Haiphong.

DEPARTURES.

April 3d.
BINH THUAN, French str., for Hongkong.
DUCLOC, British str., for Kuching.
FUKU MARU, Japanese str., for Moji.
GLENLOGAN, British str., for Shanghai.
HAITAN, British str., for Swatow.
KANGI MARU, Japanese str., for Saigon.
KAWACHI MARU, Japanese str., for Singapore.
PARHOI, British str., for Canton.
RAU, H. German str., for Bangkok.
SANTA German str., for Saigon.
SHON MARU, Japanese str., for Swatow.
STUERG, German str., for Haiphong.
YANGMOO, Japanese str., for Kuching.
SHIPPING REPORTS.

The British str. *Chipping* reports: Mod. N. E. and N. W. wind and sea to H-ishan Islands and fine weather. Brisk wind to Lamock fresh N. N. E. wind and rough sea, fine weather. Lamock to Port moderate E. N. E. wind and sea, fine weather overcast sky.
The Japanese str. *Ryuji* reports: Strong N. E. wind from 31st p.m.
The British str. *Hokkaido* reports: Fresh monsoon, dull cloudy.
The Japanese str. *Jidai* reports: Strong N. E. wind fine clear weather.

VESSELS IN DOCK.

April 3d.

ABERDEEN DOCKS.—
KOWLOON DOCKS.—*Sororum*, Z. Y. de Aldecoa, *Emperador*, *Sophia*, *Tijatap*, *Habia*, *Ching*, *Nanping*, *Langi*, *Empress of India*, H. M. S. *Brindie*.
COSMOPOLITAN DOCKS.—

VESSELS ON THE BERTH

FOR SHANGHAI, YOKOHAMA, KOBE, MOJI AND NAGASAKI.

THE Steamship

"GREGORY APCAR," Captain S. H. Bolson, will be despatched from the above Ports on MONDAY, the 8th inst., at 4 P.M.

This steamer has superior accommodation for passengers and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to DAVID SAESON & CO., LTD., Agents.

Hongkong, 2nd April, 1907. 695

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BRECONSHIRE," Will be despatched for the above Ports on or about the 10th of April.

For Freight and further particulars, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 19th March, 1907. 602

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MEDIOLAN, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, AFRICAN, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

"CAPRI," Captain B. B. Bo, will be despatched as above on TUESDAY, the 11th inst., at Noon.

At Boulogne the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 1st April, 1907. 4

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUH BILLS OF LADING for all the principal ports in SOUTH ASIA, in connection with INDIA CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailing from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 3rd August, 1906. 8

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "a," nearest Hongkong "b," midway between Hongkong and Kowloon "c," and those vessels berthed at the Kowloon Wharf "d," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAMES	FLAG & B&W	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL	MALTA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	On 6th inst., at Noon.
LONDON & ANTWERP	BRECONSHIRE	Brit. str.	—	—	SHEWAN, TOMES & Co.	About 10th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	NILE	Brit. str.	—	E. P. Martin	P. & O. S. N. Co.	About 10th inst.
MARSEILLES, ANTWERP, BREMEN & HAMBURG	SCIRIEN	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 10th inst.
MARSEILLES, HAVRE, COENAGHEN, &c.	SIBERIEN	Dan. str.	—	Broo	MELCHERS & CO.	About 19th inst.
MARSEILLES &c., VIA PORTS OF CALL	POLYNESIEN	Fren. str.	—	—	MESSENGERIES MARITIMES	On 18th inst., at 1 A.M.
MARSEILLES, HAVRE, ANTWERP & HAMBURG	SENEGAMBIA	Ger. str.	k. w.	R. Meyer	HAMBURG-AMERIKA LINIE	On 20th May.
ENGLAND VIA PORTS OF CALL	ZITER	Ger. str.	k. w.	Schulz	MELCHERS & CO.	On 10th inst., at Noon.
HAVRE & HAMBURG	BRIGAVIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 19th inst.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Aus. str.	k. w.	Sander	WIELER & CO.	On 17th May.
NAPLES, LUSON, PLYMOUTH, HAVRE & HAMBURG	PERSIA	Ger. str.	k. w.	Belaffter	HAMBURG-AMERIKA LINIE	On 24th inst., P.M.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	HABSBURG	Ger. str.	k. w.	Hoff	HAMBURG-AMERIKA LINIE	To-morrow.
HAMBURG	HOBENSTAUFEN	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 3rd May.
HAMBURG	ALBENGA	Am. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 29th May.
HAMBURG	MONTROSE	Am. str.	—	—	SHEWAN, TOMES & CO.	About 12th inst.
HAMBURG	APPALACHEE	Brit. str.	—	R. Archibald	SHEWAN, TOMES & CO.	Quick despatch.
HAMBURG	EMPEROR OF CHINA	Brit. str.	—	Cooper	CANADIAN PACIFIC R. CO.	About 20th inst.
HAMBURG	ATHENIAN	Brit. str.	—	H. C. Armstrong	CANADIAN PACIFIC R. CO.	On 11th inst., at 4 P.M.
HAMBURG	LYRA	Am. str.	—	—	DODWELL & CO. LTD.	On 1st May, at Noon.
HAMBURG	KASATO MARU	Jan. str.	—	T. Moore	TOYO KISEN KAISHA	On 25th inst., at Noon.
HAMBURG	CHANGSHA	Brit. str.	—	J. Minson	MELCHERS & CO.	On 19th inst., at 4 P.M.
HAMBURG	MANILA	Brit. str.	—	Heins	GIBR. LIVINGSTON & CO.	On 25th inst., at Noon.
HAMBURG	EMPIRE	Brit. str.	—	J. Minson	MELCHERS & CO.	On 27th inst., at Noon.
HAMBURG	YOKOHAMA & KOBE	Brit. str.	—	W. B. Brown	BUTTERFIELD & SWIRE	About 5th inst.
HAMBURG	CHINGTUO	Dut. str.	—	Zwart	JARDINE, MATHERSON & CO.	On 9th inst., at 4 P.M.
HAMBURG	TIJODAS	Brit. str.	—	Dowson	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
HAMBURG	KUTIANG	Brit. str.	—	G. Bright	BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
HAMBURG	NANCHANG	Brit. str.	—	E. Forsyth	JARDINE, MATHERSON & CO.	To-day, at Noon.
HAMBURG	TAMSU	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 7th inst., Daylight.
HAMBURG	TIENTSIN	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 11th inst., at 4 P.M.
HAMBURG	SHANGHAI, MOJI, KOBE & YOKOHAMA	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	About 4th inst.
HAMBURG	FORMOSA	Brit. str.	—	F. W. Northcombe	BUTTERFIELD & SWIRE	About 4th inst.
HAMBURG	REHENANIA	Brit. str.	k. w.	S. H. Benson	DAVID SAESON & CO. LTD.	On 8th inst., at 4 P.M.
HAMBURG	SHAOHSING	Brit. str.	—	E. Malehorn	MELCHERS & CO.	About 10th inst.
HAMBURG	GREGORY APCAR	Brit. str.	—	W. P. Baker	JARDINE, MATHERSON & CO.	On 7th inst., Daylight.
HAMBURG	P. E. FRIEDRICH	Brit. str.	—	H. A. Hard	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
HAMBURG	KWONGSAM	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 15th inst.
HAMBURG	KWELIN	Brit. str.	—	—	MELCHERS & CO.	About First Half of May.
HAMBURG	SENEGAMBIA	Ger. str.	k. w.	—	OSAKA SHOSEN KAISHA	On 7th inst., at 9 A.M.
HAMBURG	SIAM	Dan. str.	—	H. S. Smith	SHEWAN, TOMES & CO.	To-morrow, at 5 P.M.
HAMBURG	JOSHIN MARU	Jap. str.	—	R. Almond	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
HAMBURG	RUBI	Brit. str.	—	W. P. Brymer	DOUGLAS LAPRAK & CO.	On 9th inst., at 11 A.M.
HAMBURG	HOMOW	Brit. str.	—	A. E. Holgate	JARDINE, MATHERSON & CO.	To-morrow, at 4 P.M.
HAMBURG	HAICHING	Brit. str.	—	T. Meyrick	BUTTERFIELD & SWIRE	On 9th inst., at 4 P.M.
HAMBURG	YUENSANG	Brit. str.	—	A. W. Outerbridge	SHEWAN, TOMES & CO.	On 13th inst., at Noon.
HAMBURG	TAMING	Brit. str.	—	Fraser	MELCHERS & CO.	On 5th inst., at 4 P.M.
HAMBURG	ZAFIRO	Brit. str.	—	Penafather	JARDINE, MATHERSON & CO.	On 1st May, at 9 A.M.
HAMBURG	SUNGKIAO	Brit. str.	—	F. Sembl	SANDER, WIELER & CO.	On 6th inst., at 3 P.M.
HAMBURG	BORNEO	Ger. str.	—	Belsito	CARLOWITZ & CO.	On 14th inst.
HAMBURG	KUMHANG	Brit. str.	—	—	—	On 11th inst., at Noon
HAMBURG	ISTOK	Aus. str.	—	—	—	—
HAMBURG	CAPRI	Ital. str.	—	—	—	—

VESSELS ON THE BERTH
THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA," Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 6th April, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOLDAVIA," 10,000 tons, from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "EGYPT," due to London on 18th May, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 25th March, 1907.

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.</div

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, FORMOSA, and YOKOHAMA	{ About 4th April	{ Freight and Passage.	
SHANGHAI	{ About 4th April	{ Freight and Passage.	
LONDON, &c., via USUAL PORTS	MALTA	11th April	See Special Advertisement.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSELLES	NILE	About 10th April	Freight and Passage.
LONDON	ARCADIA	About 4th April	Freight and Passage.
London, &c., via USUAL PORTS	Capt. B. W. H. Snow	6th April	Freight and Passage.
LONDON	Capt. A. L. Valentine	6th April	Freight and Passage.
LONDON, &c., via USUAL PORTS	Capt. R. A. Peters	6th April	Freight and Passage.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSELLES	Capt. E. P. Martin	6th April	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 2nd April, 1907.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
CHINKIANG	"TAMSUI"	On 4th April, Noon.
SWATOW and SHANGHAI	"HOLHOW"	On 4th April, 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 5th April, 4 P.M.
SHANGHAI	"SHAOHSING"	On 6th April, 4 P.M.
YOKOHAMA and KOBE	"CHINGTU"	On 9th April, 4 P.M.
MANILA	"TAMING"	On 9th April, 4 P.M.
CHEFOO and NEWCHWANG	"KWEIYANG"	On 10th April, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 10th April, 4 P.M.
TIENTSIN	"HUICHOW"	On 11th April, 4 P.M.
SHANGHAI	"KWEILIN"	On 12th April, 4 P.M.
CHEFOO and NEWCHWANG	"NANCHANG"	On 18th April, 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates to all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

11

Hongkong, 4th April, 1907.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC in the "EMPEROR LINE," Saving 5 to 10 days' Ocean Travel. 11 DAYS YOKOHAMA to VANCOUVER. 18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).	Tons.	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA"	6,000	TUESDAY, 11th April	29th April
"ATHENIAN"	3,852	WEDNESDAY, 1st May	25th May
"EMPEROR OF INDIA"	6,000	TUESDAY, 9th May	27th May
"MONTEAGLE"	6,163	WEDNESDAY, 22nd May	15th June
"EMPEROR OF JAPAN"	6,000	TUESDAY, 6th June	24th June
"TARTAR"	4,425	WEDNESDAY, 19th June	13th July

"EMPEROR" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN, N.B. with the Co.'s NEW PALATIAL "EMPEROR" LINE, 14,500 tons register. The through transit to LIVERPOOL being 224 days from YOKOHAMA and 294 days from HONGKONG.

Hongkong to London, 1st Class, ... in St. Lawrence £60; via New York £82.

Intermediate on Steamers ... 240, ... £42.

R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry Intermediate passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

NORDDEUTSCHER LLOYD BREMEN.
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, BREMEN	"ZIETEN"	Wed, 10th April at Noon.
SHANGHAI, NAGASAKI, KOBE, PRINZ EITEL FRIEDRICH, and YOKOHAMA	Capt. E. MALCHOW	1st April.
MANILA, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"MANILA"	Thurs, 25th April at Noon.
YOKOHAMA and KOBE	Capt. J. MINSEN	About Fri, 5th April.
KUDAT and SANDAKAN	"BOENBO"	Wed, 1st May at 9 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 1st April, 1907.

5

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE CO'S S.S. LEAVING

• TAMSUI VIA SWATOW { "JOSHIN MARU" } SUNDAY, 7th April, and AMOY Capt. H. S. SMITH } at 9 A.M.

• These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

• Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 30th March, 1907.

T. ARIMA, Manager.

14

SHIPPING IN PORT.

STEAMERS.
AMOY, German str., 663, H. Plumbeck, 25th March—Saigon 20th March, Rice—Sandor Wieler & Co.

ANGHIN, German str., 1,001, Chr. Kumpel, 29th March—Bangkok 18th March, and Swatow 26th, Rice and Teakwood—Butterfield & Swire.

BANGKOK, German str., 1,236, E. Klimmt, 2nd April—Bangkok 24th, Muoch, Rice and Meat.

BLACKHEATH, British str., 1,719, Sherborne, 28th March—Geraldton, W.A., 12th March, Sandwood—Order.

BOMBAK MARU Japanese str., 3,308, S. Iwaki, 27th March—Kobe via Shanghai 18th March, General—Nippon Yusen Kaisha.

BOUINOU, French str., 937, E. Baill, 30th March—Swatow 28th March, Ballast—Gibson.

CHANG CHUW, British str., 1,200, Russell, 29th Mar.—Singapore 19th Mar., General—Chinese.

CHILDAK, Norwegian str., 1,102, A. Augensen 21st March—Bangkok via Swatow 11th and 20th March—General—Asgard, Thorson & Co.

CHINA, American str., 3,186, D. E. Fries, 30th March—Manila 28th March, General—P. M. S. S. Co.

CHINGTU, British str., 1,439, W. B. Brown, 24th March—Australia via Port 23rd Feb., General—Butterfield & Swire.

CHOYANG BR. str., 2nd April, from Canton, CHUNSHAN, British str., 22nd March, from CANTON.

DATA MARU Japanese str., 1,735, Aikawa, 1st April—Moji 27th March, Coal—Mitai Bussan Keisha.

DEVAWONSE, German str., 1,052, T. V. Kralin, 28th March—Bangkok via Kohsichang 21st March, Rice—N. D. L.

EMPEROR OF CHINA, British str., 3,040, R. Archibald, R.N.R., 11th March—Vancouver, B.C., 29th Feb., Mail and General—C. P. R. Co.

FUKUSHU MARU Japanese str., 1,090, T. Ito 28th March—Swatow 27th March, General—Osaka Shosen Kaisha.

HAICHING, British str., 1,267, A. E. Hodges, 28th March—Foochow 23rd April—24th and Swatow 27th March, General—Douglas Lapraik & Co.

HOKSANG, British str., 1,359, Jas. M. Hay, 20th March—Hongkong 17th March, Coal—Jardine Matheson & Co.

HUNAN, British str., 1,142, Packett, 27th March—Saigon 23rd March, Rice—Butterfield & Swire.

KANJU MARU, Japanese str., 1st April, from Canton.

KIUKIANG, Br. str., 2nd April, from Canton, KOSHIMA MARU Japanese str., 1,746, M. Ueda 22nd March—Moji 15th March, Coal—Fukusei & Co.

KREMLSTAD, Norwegian str., 893, Hansen, 18th March—Saigon 12th Mar., Rice—Asgard Thorson & Co.

KUNHSAN, British str., 2,078, E. J. Butler, 1st April—Singapore 20th Mar., General—Jardine Matheson & Co.

LANDBURG SCHEIFF, German str., 1,012, H. Grunert, 25th March—Java 15th March, Sugar—Siemens & Co.

LOO SOK, German str., 1,020, G. Schultz, 1st April—Bangkok, Kuching 25th March, Rice—Molchers & Co.

LOTHIAN, British str., 3,911, J. C. Williamson, 21st March—Kuching 15th March, Coal—Dowse & Co.

LOYAL, German str., 1,237, Fr. Natzing, 21st March—Java and Samarang 12th March, Sugar—Sandar, Wieler & Co.

MATHILDA, German str., 881, N. Sohnemann, 2nd April—Haiphong 29th March, Rice—P. J. Butler & Co.

MARIE, German str., 1,169, F. Petersen, 16th March—Saigon 13th March, Rice & Paddy—Jobson & Co.

MATHILDE, German str., 871, N. Sohnemann 21st Mar.—Haiphong, Pakhoi and Hoihow 20th March, General—Jebson & Co.

MICHAEL JESSEN, German str., 851, H. Bandixen, 26th Mar.—Hoihow 23rd March, General—Jebson & Co.

NICONIA, German str., 4,363, P. Wagemann 30th March—Portland, Oregon 13th Feb., Flour—Portland & Asiatic Co.

NORD, Norwegian str., 702, G. Harboe, 28th March—Saigon 22nd March, Rice—Asgard Thorson & Co.

NORMANDY, British yacht, 108, A. S. Gibb, 19th March—Manila 14th March.

OMOTO MARU, Japanese str., 1,779, A. Komatsu, 3rd March—Saigon 25th March, Rice—Wilmers & Co.

PALIKAN, German str., 1,017, H. Demes, 22nd March—Saigon 14th March, Rice.

PHOENIX British str., 1,096, J. H. Scott, 23rd March—Saigon 21st March, Rice—Chesee.

PHU-YEN, French str., 1,246, Bauissoin, 23rd March—Saigon 19th March, Rice—Bradley & Co.

PROTEUS, Norwegian str., 1,023, Ol. Porsenius, 3rd March—Bangkok 20th Mar., Rice—Nippon Yusen Kaisha.

PROVIDENCE, Norwegian str., 693, H. Skarpebo, 20th March—Haiph

POST OFFICE NOTICES.

MAILS BY THE SIBERIAN RAILWAY.

Letters and Post Cards only if specially superscribed are sent by this route to Europe by steamers leaving Shanghai every Saturday. Mails from London are despatched via Siberia daily and forwarded from Vladivostok by steamer every Sunday.

The *Arcadia*, with the English mail of the 8th ult., left Singapore on Saturday, the 30th ult., at noon, and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 5th February, and the parcel mails closed in London for despatch by the all sea route on the night of the 27th Feb., and for despatch overland on the early morning of the 8th ultime.

FOR

Shanghai, Moji and Kobe
Moji, Kobe, Yokohama and Portland
Shanghai, Moji, Kobe and Yokohama
Chinkiang
Suzhou
Macao
Swatow and Shanghai
Shanghai
Hainan
Singapore, Penang and Colombo
Macao
Manila
Cebu and Ilollo
Shanghai, Yokohama, and Kobe
Amoy and Manila
Kobe and Yokohama
Europe, &c., India via Pusan
Postage 10 cents
(Supplementary mail on board up to the time fixed for despatch of the mail. Extra Postage 10 cents).
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail).
The Parcel mail will be closed at 5 p.m. on Friday, the 5th instant.

PER

Riojan Maru
Nicanoria
Forusia
Tamsui
Nord
Sui Tui
Hothone
Meefoo
Triunfo
Halobury
Sui Tai
Yuenlong
Sangkang
Rhenania
Rubi
Inaba Maru
Printed Matter and Samples
Registration
(Registration with late fee of 10 cents, up to 10.45 A.M.)
Registration, Kowloon H.O.
No late fee. Letters
Letters
11.00 A.M.

DATE

Thursday, 4th, 11.00 A.M.
Thursday, 4th, 11.00 A.M.
Thursday, 4th, 11.00 A.M.
Thursday, 4th, 11.00 A.M.
Thursday, 4th, NOON.
Thursday, 4th, 1.15 P.M.
Thursday, 4th, 3.00 P.M.
Thursday, 4th, 3.00 P.M.
Thursday, 4th, 5.00 P.M.
Friday, 5th, 11.00 A.M.
Friday, 5th, 1.15 P.M.
Friday, 5th, 3.00 P.M.
Friday, 5th, 4.00 P.M.
Friday, 5th, 4.00 P.M.
Saturday, 6th, 10.00 A.M.
Saturday, 6th, 6th, 10.00 A.M.
Printed Matter and Samples
Registration
(Registration with late fee of 10 cents, up to 10.45 A.M.)
Registration, Kowloon H.O.
No late fee. Letters
Letters
11.00 A.M.

JOINT STOCK SHARES.

Hongkong, April 3rd.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	Rs. 200	\$120.
Banks—		
Hongkong & Shanghai	\$120	\$800, sales London £103.
National B. of China	40	\$51.
Bell's Asbestos E. A.	12s. 6d.	77, sellers
China-Borneo Co.	\$12	\$10, sellers
China Light & P. Co.	\$10	\$9, sellers
China Provident	\$10	\$9, sellers
Cotton Mills—		
Evo.	1s. 6d.	7s. 7d.
Hongkong	\$10	\$12.
International	1s. 75	7s. 6d.
Leou Lung Mow	1s. 100	7s. 10d.
Soychoe	1s. 500	7s. 30d.
Dairy Farm	8d	\$16, sellers
Docks and Wharves—		
H. & K. Wharf & G.	\$50	\$60, sellers
H. & W. Dock	\$50	\$100, sellers
New Amoy Dock	\$61	\$61.
Shanghai Dock	1s. 50	7s. 9d.
S'hai & H. Wharf.	1s. 100	7s. 21d, x.d.
Penwick & Co. Geo.	25	1s. 6d.
Green Island Cement	\$10	\$10, sellers
Hongkong & C. Gas	210	\$175, buyers
Hongkong Electric	\$10	\$10.
H. L. Tramways	100	\$240, buyers
Hongkong Hotel Co.	\$50	\$117, sellers
Hongkong Ice Co.	25	\$240 buyers
Hongkong Rope Co.	\$10	\$26, buyers
H'ong S. Waterboat	\$10	\$10, sellers
Insurance—		
Castor	\$50	\$200, sellers
China Fire	\$20	\$80, sellers
China Traders	\$25	\$100.
Hongkong Fire	\$50	\$100, sellers
North China	25	7s. 6d.
Union	\$100	1845, buyers
Yangtsze	\$60	\$182, buyers
Land and Building—		
Hongkong Land Co.	\$100	\$167, sales
Humphrey's Estate	\$10	\$114, sales
Kowloon Land & B.	\$80	\$87.1, sellers
Shanghai Land	1s. 50	7s. 10d.
WestPoint Building	25	7s. 6d.
Mining—		
Charbonnage	Frs. 250	\$450, buyers
Raubs	1s. 10	7s. sellers
Philippines Co.	\$10	5s.
Refineries—		
China Sugar	\$100	\$115, sales
Luxon Sugar	\$100	\$21, sellers
Steamship Companies—		
China and Manilla	\$25	\$17, sellers
Douglas Steamship	\$50	\$34, buyers
H. Canton & M.	\$15	\$231, sellers
Indo-China S.N. Co.	210	\$160, sellers
Shell Transport Co.	21	61.
Star Ferry Co.	\$10	\$36.
Do. New.	\$5	\$194, sellers
South China M. Post	\$25	25.
Steam Laundry Co.	\$6	66, buyers
Stores & Dispersals		
Campbell, M. & Co.	\$10	\$10, sellers
Powell & Co. Wm.	\$18	\$8, sellers
Watkins	\$10	\$14, buyers
Watson & Co., U. S.	\$10	\$12, buyers
United Asbestos	\$4	\$10, buyers
Do. Founders	\$10	\$150.
Philippines Co.	\$10	5s.
Refineries—		
China Sugar	\$100	\$115, sales
Luxon Sugar	\$100	\$21, sellers
Steamship Companies—		
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Shell Transport Co.	21	61.
Star Ferry Co.	\$10	\$36.
Do. New.	\$5	\$194, sellers
South China M. Post	\$25	25.
Steam Laundry Co.	\$6	66, buyers
Stores & Dispersals		
Campbell, M. & Co.	\$10	\$10, sellers
Powell & Co. Wm.	\$18	\$8, sellers
Watkins	\$10	\$14, buyers
Watson & Co., U. S.	\$10	\$12, buyers
United Asbestos	\$4	\$10, buyers
Do. Founders	\$10	\$150.
Philippines Co.	\$10	5s.
Refineries—		
China Sugar	\$100	\$115, sales
Luxon Sugar	\$100	\$21, sellers
Steamship Companies—		
China and Manilla	\$25	\$17, sellers
Douglas Steamship	\$50	\$34, buyers
H. Canton & M.	\$15	\$231, sellers
Indo-China S.N. Co.	210	\$160, sellers
Shell Transport Co.	21	61.
Star Ferry Co.	\$10	\$36.
Do. New.	\$5	\$194, sellers
South China M. Post	\$25	25.
Steam Laundry Co.	\$6	66, buyers
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Watkins	\$10	\$14, buyers
Watson & Co., U. S.	\$10	\$12, buyers
United Asbestos	\$4	\$10, buyers
Do. Founders	\$10	\$150.
Philippines Co.	\$1	